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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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S E C R E T

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COUNTRY	Rumania	REPORT	
SUBJECT	Miscellaneous Information on Orasul Stalin (Brasov) <i>Keyed Sketch with Fragmentary on Various Installations and Industrial Concerns</i>	DATE DISTR.	12 January 1960
		NO. PAGES	7
		REFERENCES	RD
DATE OF INFO.			50X1-HUM
PLACE & DATE ACQ.		FIELD REPORT NO.	50X1-HUM

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. Orasul Stalin (formerly Brasov) is the capital of a province (Regiune). It has a population of 100,000, 20 percent of whom are of German origin. In 1946, many street names were changed, including the following:

<u>Old Name</u>	<u>New Name</u>
Lunga Street	Maresal Vorosilov Street
Marele Voevod Mihai Street	7 Noembrie Street
Regele Carol Street	Republicei Street
Piata Mare	Piata Republicei
Regina Maria Street	Nicolae Balcescu Street
Ferdinand Boulevard	I.V. Stalin Boulevard
Calea Victoriei	V.I. Lenin Boulevard
Castelului Street	Popov Street
IVLIU Maniu Street (in part)	Ilie Pintilie or Karl Marx Street

2. Following are the locations of various institutions in the town:
- The Municipal Council (Sfatul Popular Orasenesc) and the Provincial Council (Sfatul Popular Regional) - in a three-story building on Stalin Street, between 7 Noembrie Street and Vasile Conta Street. The same building also houses the municipal library.
 - The Securitate offices - in a former private villa on Prundului Street. A unit is stationed on Lenin Boulevard, in a one-story building near the court house.

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- c. The Militia offices - on a side street near Stalin and 7 Noembrie Streets, in the old two-story building which once housed the licensing bureau (Circulatia); there is another entrance to this house from Libertatii Square.
- d. The court house - in a building known in the town as Palatul Justitiei, on Boulevard Lenin, at the corner of Stalin Square.
- e. The civilian prison, which was formerly attached to the court house, was transferred to an unknown location in 1956; its former premises are now used as a students' hostel.
- f. The post office - in a one-story building on Stalin Boulevard, near a small municipal park. The same building also contains the telegraph offices. This is the pre-war location of both offices.
- g. The town telephone exchange - also in its pre-war location on Stalin Boulevard, on the side opposite to the post office, between the "ARO" building and the court house. The exchange has been automatic for many years.
- h. Branch offices of the Ministry of Finance (Ministerul Finantelor), including sections for tax collection - in a one-story building on Stalin Boulevard, next to the post office.
- i. The Provincial Party Committee (Comitetul Regional De Partid) - on Karl Marx Street, opposite the rear of the post office building.
- j. The only hotels in town are the "Hotel Corona" (its former name), in a corner house on Republiciei Street, opposite the railway office building and the "ARO" Hotel, on Stalin Street (an eight-story building with a restaurant, a swimming pool on its roof and a cinema) which serves mainly Party functionaries travelling on duty. Built before World War II, this is the largest and most luxurious building in town.
- k. The theater and cinema hall, with a seating capacity of 1,000 - at the beginning and on the left-hand side of Vorosilov Street, coming from the town center. Its former name was "Astra".
- l. Another theater is located on Muresanilor Street, on the premises of the former "Reduta" theater.
- m. A large new municipal park was planted in the northern part of the town, opposite the entrance to the "Ernst Thalmann" plant.
- n. A forestry institute (Institutul De Silvicultura) - at its pre-war location on Brancoveanu Street; in 1955 it appeared to have been moved to another address.
- o. The State Bank - on 7 Noembrie Street, in a building which served as a bank before World War II.
- p. The railway administration offices (C.F.R.) - on Republiciei Street, corner of Lenin Boulevard.
- q. The School of Mechanics, founded in 1949 - in a two-story building on Lenin Boulevard, which served as a school before the war, next to the railway offices. It has a second entrance on a nearby side street.

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- r. There is a high school opposite the School of Mechanics, in a building which once housed a girls' high school (Liceul De Fete).
3. The town receives electric current from a high-tension line coming from Azuga. The metal lattice pylons are 25 meters high and carry 6 wires each (3 phases from 3 generators). In addition, each plant in the town has its own thermal power station. Water in large quantities and under high pressure is supplied by natural wells located at various points in the town. As far as is known, there has been no shortage of water anywhere in town.
 4. Urban transportation is by means of buses manufactured at the Mao Tse Tung and Tudor Vladimirescu plants (chassis and motors are manufactured at the Steagul Rosu Works in Orasul Stalin). The buses are ZIS-150 vehicles with petrol engines. Transportation between Orasul Stalin and nearby towns is provided by buses of the B.A.T.A. (interurban transport agency). The garages of these buses are located on Popov Street formerly Castelului Street. In addition to the main railroads connecting the town with the rest of the country, there is a special line to the nearby town of Satulung which has its terminal at the main railway station.
 5. There is a civilian airfield in the northern part of the town, which also serves the adjacent aircraft repairshop. The installation comprises a main building with the control offices, and four large hangars. There are no runways on the field.
 6. Orasul Stalin has the following medical institutions:
 - a. "Ilie Pintilie" (Hospital No 1), on Brancoveanu Street, corner of Vasile Conta Street, which was also the site of a large hospital before World War II.
 - b. Dr. Babes (Hospital No. 2), on Cuza Voda Street, corner of Dr. Babes Street. This hospital was greatly enlarged in 1954; apparently it also includes the institute for vaccinations and inoculations (Institutul De Seruri Si Vaccine).
 - c. A gynaecological and maternity hospital, located at its pre-war site on Prundului Street, corner of Saguna Street.
 - d. Another hospital is located on the right-hand side of Brancoveanu Street, coming from the town center, opposite Hospital No. 1, from which it is separated by a narrow street.
 - e. A first aid station and ambulance service are located on Cuza Voda Street, corner of Dr. Babes Street, on the right-hand side of the street coming from the town center, opposite Hospital No. 2. There are no accommodations for patients at this station. The ambulance are of an obsolete type.
 7. Soviet troops were stationed in Orasul Stalin for a short while after World War II and then left. Rumanian army troops are stationed at the following points:
 - a. In barracks located between Grivita and Mihai Viteazul Streets. (This seems to be an infantry unit since no heavy weapons of any type have been observed.)

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- b. In barracks between Karl Marx and Lenin Streets, with the entrance from Karl Marx Street.
 - c. In barracks between Lenin and Dorobantilor Streets, consisting of a large two-story building, surrounded by a low wooden fence. Entrance is from Petru Miron Street. The unit stationed here is smaller than a battalion.
 - d. In barracks in Maresal Vorosilov Street, on the left-hand side of the street coming from the town center, shortly before the "Ion Funaghi" factory. This is apparently occupied by an artillery unit.
 - e. In barracks between N. Balcescu and Popov Streets, a large two-story building. Entrance is on Popov Street. This appears to be an infantry unit.
 - f. A military installation of some sort is assumed to be on the top of Mount Tampa, since military guards prevent ascent to the hill.
 - g. Large underground shelters, some of which have locked iron doors, have been constructed into the mountain, along the entire length of Vasile Conta Street.
 - h. An officers' restaurant and club is located on Stalin Boulevard, opposite the Provincial Council. This was also the seat of a Cercul Militar before World War II.
8. Orasul Stalin is an industrial center; to the many factories that existed before the war, new plants have since been added. The following are details on the most important enterprises:
- a. Steagul Rosu Works. This factory is located in the southeastern part of the town, on the right-hand side of the road leading to the village of Darste, opposite a new housing project for the factory employees. Originally, this was the site of "Astra Romana", a factory for railway cars, which also produced weapons during the war. In 1948, the equipment for the latter purpose was still at the plant but was due to be moved to the nearby "Metrom" Works. In the same year, preparations were made for the manufacture of bearings and the required machinery was imported from West European countries. At the beginning, the bearings were of very poor quality but subsequently improved and are now being sold on the local and foreign markets, though Rumania is still importing bearings from the USSR. Products of the factory are marked U.S.R.O.S. (Uzinele Steagul Rosu - Orasul Stalin). The main items manufactured by the plant are 3-ton ZIS-150 trucks with petrol engines. Only the frame, wheels and motor are produced, while the bodies are assembled and fitted at the Mao Tse Tung and Tudor Vladimirescu plants. These vehicles are fitted out as buses for 32 passengers, water tanks, and, in recent years, mobile workshops equipped with oxygen welding sets, bellows, a grinding machine, a drilling machine, a vice and various hand tools, for field repairs of agricultural machinery. In 1955, a modern foundry was added to the plant which has since been put into operation. It has 30,000 employees working in two shifts. () this plant manufactures field artillery, antiaircraft guns and mortars as well as ammunition for these weapons.) 50X1-HUM
 - b. "Metrom" Works. This factory is located near the "Steagul Rosu" plant, on the same side of the street but closer to town and separated from the latter enterprise by the road leading to Honterus. The output includes electrodes for electrical welding, carburetors "Solex" (manufactured by

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pressure casting) aluminium cooking utensils and various types of weapons, including mortars. A railway spur leads to the factory.

- c. "Ernst Thalmann" Works, located in the northern part of the town, at the former site of an aircraft factory. (There is an aircraft repairshop and a foundry for casting aircraft parts between the Thalmann Works and the airfield). A railway spur leads to the plant. The latter has been renovated since the war; a large foundry was built which produces various spare parts on assembly line system; automatic copying machines were brought from the Soviet Union, and another modern foundry was added to the plant in 1955. At the beginning, this factory produced IAR tractors, modelled after the German Hanomag; the first type was the IAR-22, a wheeled tractor of 38 HP, which started on petrol and operated on gas oil; the second model, IAR-23, differed from the first only by its external design. In 1948, the factory switched to the manufacture of the SRT tractor; this consisted of an IAR undercarriage and a KD 35 motor (Kirovets Diesel 35 HP), a combination which proved to be unserviceable. Again a switchover took place, this time to the Soviet KD 35 model. The work was carried out under the constant supervision of a Soviet expert and in accordance with Soviet blueprints. This was a tracked tractor of 37 HP with a maximum speed of 9.5 km. per hour. Its low speed made it impractical for working plots of land that were at some distance from each other, and its low structure (25 centimeters ground clearance) made it unsuitable for sown fields. After this type KDP was manufactured which was higher than its predecessor (50 centimeters ground clearance) and the tracks of which were slightly narrower, but this model was also slow. The factory then produced the UTOS-2 (Uzinele Tractoareorasul Stalin), based on the Soviet MTS tractor; it had a KD motor mounted on a wheeled undercarriage and its speed did not exceed 9.5 km. per hour. The next model, UTOS-22, had a speed of 12 km. per hour. and its motor power was increased to 45 hp

This model was mass-produced at the rate of 15,000 units whereas the total amount of all the other models did not exceed 1,000. While the UTOS-22 was in production, it was improved by the addition of hydraulic lifting devices for agricultural implements and the introduction of a track adjustment. In 1958, the UTOS-27 was put into production, a tractor identical with the UTOS-28, except for the fact that its front wheels are close together so that the undercarriage is resting on three points

Approximately 35,000 workers are employed at the plant working in three shifts. Most of the tractors manufactured by the plant are exported to China, Korea and the USSR. Some are for local use, but it is interesting to note that Rumania imports many of her tractors from the USSR and Czechoslovakia. Until 1957, the general manager of the plant was a Russian as were many of the technicians. The former left the enterprise and it is not known whether this is true of the technicians as well.

- d. "Ion Funaghi" Works, located in the northern part of the town, on the left-hand side of Maresal Vorosilov Street (coming from the town center) close to the military barracks. Before the war, the factory manufactured precision tools. It now produces small one-cylinder petrol engines.
- e. "Breiner Bela" Works, in the eastern part of the town on the road to Zizin, near the railroad track. In the past this factory produced small arms but it was reported to have switched over to the manufacture of nails.

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- f. A large cement factory, which existed before the war, located at the foot of Mount Tampa.
- g. The "Strungul" Works (formerly "Fabrica Schip"), located at the beginning of Ilie Pintilie Street, on the right-hand side of the street coming from the town center. The factory covers a large area, extending as far as Dorobantilor and Rosiorilor Streets. It has at least 1,000 employees and manufactures lathes and other machine tools, hydraulic presses and spare parts for tractors.
- h. Partizanul Rosu Textile mill (formerly "Scherg") located on Lenin Boulevard, about 200 meters from the railway workers hospital. The plant consists of a large four-story building, and has over 2,000 employees (mostly women) working in three shifts. It manufactures high quality woolen cloth, mostly for export. ([redacted] the mill was located on Dorobantilor Street.)

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- 9. A large locomotive depot is located in the area between Sf. Gheorghe and Sos. Negru Voda, at a distance of three to four kilometers from the central railway station (Gara Mare) in the direction of Sf. Gheorghe. The depot, established since World War II, comprises numerous structures and tracks. Nearby a new railway station has been under construction since 1945 to replace the town's present central station which was destroyed during the war and has not been replaced; (only a wooden shed was put up pending completion of the new station). At the beginning of 1958, the main station building (a large red brick building) was ready for occupancy; warehouses and other auxiliary structures were nearing completion.
- 10. A radio jamming station is located in a park between the Strungul plant and the Partizanul Rosu textile factory. It consists of an elongated one-story building, a transformer and five steel masts, 25 to 30 meters high, linked to each other and to the building by numerous strands of wire. The existence of the jamming station is generally known in town.
- 11. The following details concerning enterprises in the vicinity of Orasul Stalin are reported:
 - a. The I.C. Frimu Works in Sinaia manufactures hydraulic lifting devices for tractors, according to a Soviet model, and injection pumps for motors, also of Soviet design. [redacted] Recently, a new type of lifting device has been manufactured, which is mounted on the rear of tractors and trailers. No loading apparatus has as yet been manufactured.
 - b. At Codlea (north-west of the town) there is a plant for the final processing of motor parts which carried out metallization(?) of motor parts (including con-rods) and case hardening (? Calire Cu Inalta Frequentia) of pistons. The machinery for the latter process was brought to the factory in 1958.
 - c. At Colibasi there are a number of industrial shops, well concealed and dispersed in a forest; during World War II, the Brasov aircraft repairshop was transferred to this location. From 1948 to 1954, reserve tank officers courses were held in these buildings. Since

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1954, they are occupied by a plant, producing aircraft parts. 50X1-HUM

12. An over-sized layout of Orasul Stalin which plots the locations of the various installations mentioned above

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Subject : Legend to Sketch - Locations and Directions at
ORASUL STALIN

- I. STR. MARSHAL VOROSILOV**
- II. STR. 7 NOEMBRIE**
- III. STR. REPUBLICEI**
- IV. PIATA REPUBLICEI**
- V. STR. N. BALCESCU**
- VI. BUL. I .V. STALIN**
- VII. BUL. V.I. LENIN**
- VIII. STR. CASTELULUI (POPOV)**
- IX. STR. ILIE MINTILIE**
- X. Mount TAMPA**
- XI. Direction of BUCHAREST**

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SUBJECT : Letter to Com. Sec. of ROMANIA

4. SECURITATE unit (TRUPE DE SECURITATE)
5. STRASUL ROSU V. sta
6. Military barracks (infantry?)
7. Military barracks
8. Military barracks (infantry)
11. " DR. RABUS" Hospital No. 5
12. Military barracks
13. Officers restaurant and club (formerly ROMANIAN ARMY)
14. Municipal library (sent to ROMANIAN POPULAR)
15. Municipal and provincial council (ROMANIAN POPULAR COUNCIL OF ORADEA)
17. "ARD" Hotel and restaurant
18. Ministry of Finance, tax collections offices
19. Post and telegraph offices
20. Provincial Party committee
21. Telephone exchange
22. Railway administration offices (CFR)
23. Court house
24. Students hostel (till 1948, a prison)

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28. Military barracks (infantry?)
29. State Bank
30. Municipal theatre (formerly TEATRUL MURATA)
31. Militia offices
32. "ILIE PINTILIE" Hospital No.1
33. Forestry institute (INSTITUTUL DE SILVICULTURA)
34. Hospital (SPITALUL BRANCOVEANESCU)
35. Gynaecological and maternity hospital
36. SECURITATE offices
37. STEUNGUL Works
38. Weaving mill (formerly FABRICA SCHERB)
39. "BERKINE BELA" Works
40. "MIRON" Works
41. School of Mechanics
42. High school (formerly LICEUL DE PETR)
43. Hotel (formerly Hotel CORONA)
44. Air raid shelters in the hill along VASILE CONTA Street.
45. New municipal park
46. Canteen of " E. THAELMANN" Works (outside the factory fence)
47. "ERNST THAELMANN" Works
48. Airfield hangars
49. Aircraft repairshops
50. Inter-urban bus station (R.A.T.A.)
51. ASTRA Cinema
52. First aid station (SALVANARA)
53. "ION FUNAGHI" Works

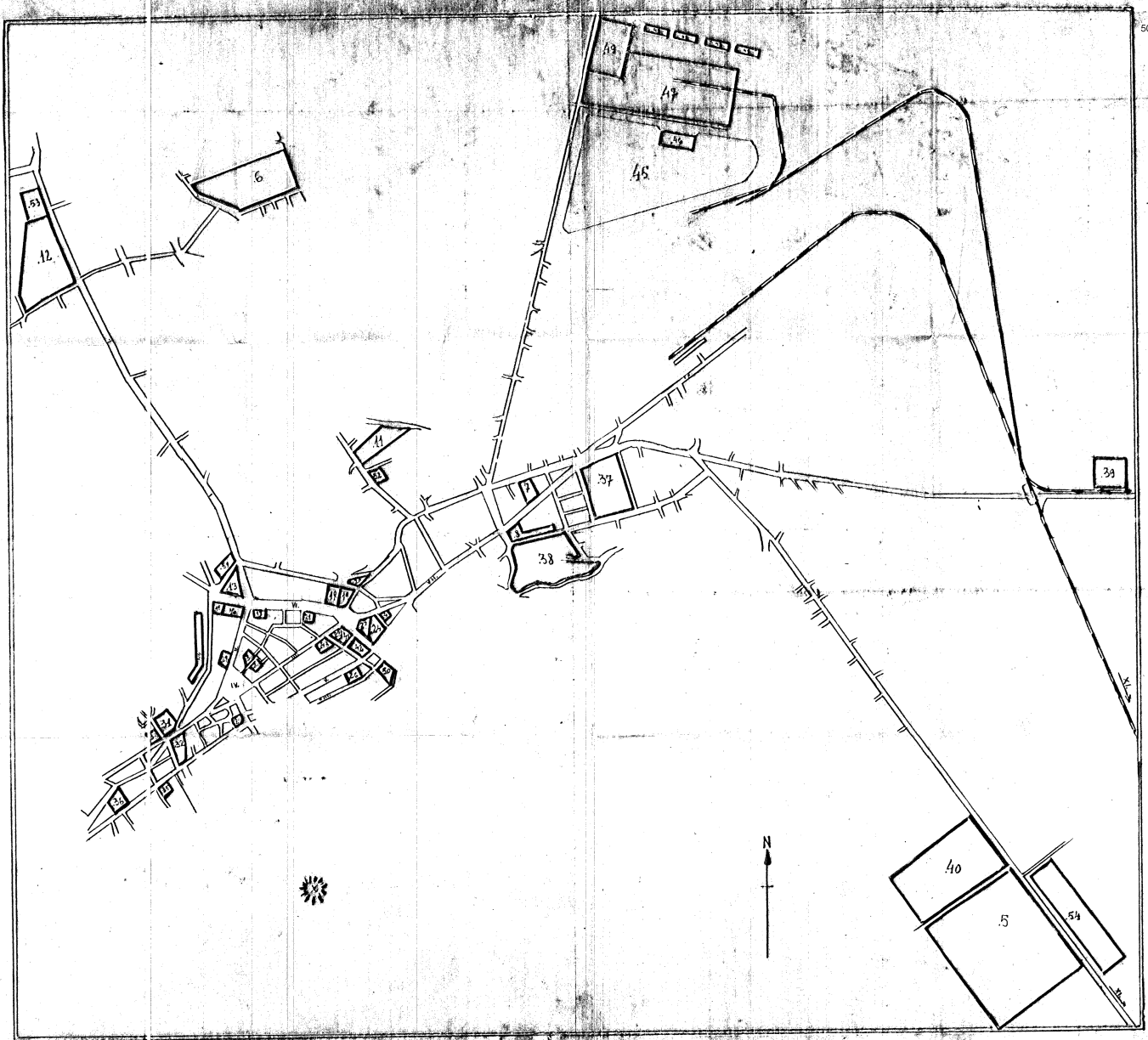
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